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movements ("stream lines" are shown (Charts 1 and 2), as well as the "topography" of the lower level of the stratosphere.

To meteorologists the world over, and especially to all who are interested in the progress of aerology, the publication of this new atlas will mark a turning-point in the history of our knowledge of the atmosphere. The issue of similar charts, for the other international term days, is to be continued as rapidly as is practicable. There will also be published, as occasion demands, a series of discussions of the material which has already been collected and is available for study. R. DeC. Ward.

Europe and the Far East, 1506–1912. By Sir Robert K. Douglas. Revised and corrected with an additional chapter (1904-1912). By J. H. Longford. 487 pp. Map, index. G. P. Putnam's Sons, New York, 1913. $2. 7½ x 5.

For a decade this work has served as a manual of the policies of the eastern coast of Asia. In the course of the decade its accuracy has been challenged, its motive impugned as manifesting bias, but with the appearance of the authority of the University of Cambridge at its back it has become a standard. In this new edition, made necessary by the course of events in China, the moot points remain in their former statement, new disputes are added in the new chapter written by Prof. Longford for the purpose of bringing the work to date. In China he closes his record with the selection of Yuan Shi-kai as president of the republic. In Japan he records the last treaty of alliance with Great Britain and comments on the condition of the British merchants in the island empire with such criticism of the British Foreign Office as seems scarcely fitting in a historical treatise.

POLAR

ARCTIC

Danmark-Ekspeditionen til Grönlands Nordöstkyst 1906-1908 under ledelse af L. Mylius-Erichsen, vol. 1. *Meddelelser om Grönland,* vol 41, 1913. 474 pp. Maps, ills. C. A. Reitzel, Copenhagen. Kr. 12. 11 x 7.

Im Grönlandeis mit Mylius-Erichsen. Die Danmark-Expedition 1906-1908. Von Achton Friis. Translation by Friedrich Stichert. 2nd ed., xviii and 630 pp. Map, ills. Otto Spamer, Leipzig, 1913. Mk. 15. 10 x 7.

These reports are complementary to each other, the first mentioned constituting the official report upon the purposes and the achievements of the expedition, with which are included the shorter scientific reports; the other work is a popular account setting forth the human side of this great undertaking. This story of sympathetic cooperative effort made under trying conditions that developed the best and truest in a peculiarly well chosen body of men, was first published in Danish in 1909 and appeared in the first German edition in 1910.

As Amdrup says in his official account of the expedition, by it "the coping stone was laid on a work, which had engaged the unwearied attention of numerous explorers for centuries," * * "the extensive coastline of Greenland was now known in the whole of its length." The expedition began its work at Cape Bismarck in lat. 70° 1′, the farthest north attained by the Second German Expedition of 1870 under Koldewey and Payer, where winter quarters were established; and when finished, a previously unknown coast had been surveyed from this point to Cape Clarence Wyckoff in latitude 82° 57′, the most easterly point reached by Peary from the West.

After provision depots had been laid down, two great sledging expeditions were undertaken in 1907, the first under the leadership of the Commander, Mylius Erichsen, and including Lieut. Haeg-Hagen as map maker and the

Eskimo, Brönlund; and the second consisting of Lieut. J. P. Koch with the artist Bertelsen and the Greenlander Tobias Gabrielsen. Two additional supporting parties surveyed the southern and more accessible coast sections with their fringe of islands. The two main parties traveled together as far as Independence Bay where they separated, Erichsen going west to survey this great indentation and connect with Peary's positions on Navy Cliff and the shore of Heilprin Land, whereas Lieut. (now Capt.) Koch kept his course northward across the bay to connect with the most easterly point reached by the American explorer at Cape Clarence Wyckoff. The principal facts in the tragic history of the first party have been often told—how after mapping the great inlet which their surveys showed to be closed and hence a fiord, they attempted to return over the inland ice across the great peninsula of the northeast foreland and all perished, Brönlund alone with frozen feet struggling on to the depot where his body was found with Lieut. Hagen's maps and his own diary of the journey (in Greenlandic) to be recovered a year later by the second relief expedition of Koch and Gabrielsen.

Thanks to the devotion of Brönlund, the native Greenlander, the maps and sketches and the main events connected with the first sledging party of the expedition are known, even though all attempts to recover the bodies and the additional records and diaries of Erichsen and Hagen have proved futile (see review, ''Lost in the Arctic,'' by Ejner Mikkelsen, *Bull. Amer. Geog. Soc.*, vol. 45, 1913, p. 862). The maps of Hagen show that the great peninsula separating Danmark Fiord and Independence Bay (Mylius Ericksen Land) is itself deeply bifurcated by a fiord (Hagen Fiord). Upon these manuscript maps of Lieut. Hagen the name ''J. P. Koch's Bay'' is given to the wide mouth of Independence Fiord, but with characteristic modesty Captain Koch has refused to allow the name to stand, and upon the published maps it appears as Wandels Hav.

Lieut. Koch's party after crossing this bay to Peary Land, arrived at Peary's Cairn on Cape Clarence Wyckoff in latitude 82° 59′, and after removing Peary's records continued northwestward along the coast and reached Cape Bridgman on May 15th. At this point the return was begun, and after many hardships was completed on June 23, after eighty-eight days of absence. It must be accounted one of the most remarkable Arctic sledge journeys over sea ice ever attempted, the distance covered being over 1,200 miles. Koch has since won greater fame by his crossing of Greenland (April 20-July 16, 1913) in company with Dr. Wegener and others.

The rescue expeditions as well as the two main sledging parties all indicate the remarkable efficiency and resourcefulness of the Greenlanders attached to the expedition. The heroic Brönlund was a man of high intelligence and considerable education. His carefully written journal, which gives us all our knowledge of the ill-fated sledging expedition after it separated from Koch's party, could not at first be fully translated by the other Greenlanders of the expedition because its academic style was somewhat beyond the simple outfit in written language which they possessed.

A peculiar interest attaches to this expedition because two competent artists (Friis and Bertelsen) accompanied it and have brought back the first extensive collection of paintings made in such low temperatures, many of which are reproduced in the popular volume. It was found that special methods had to be resorted to to keep the oil colors from freezing in temperatures as low as 40° Fahr.

In addition to Amdrup's narrative report upon the purposes and accomplished results of the expedition, the official report contains the following scientific papers: Hydrographical Observations by Alf. Trolle; Tidal Observations in Danmark Havn by H. A. Ö. Bistrup; Health Conditions, by J. Lindhard; and Mylius-Erichsen's Report on the non-existence of Peary Channel (information brought home by Ejnar Mikkelsen), by G. C. Amdrup.

Trolle's report upon the Hydrographical Observations includes a study of currents based on the movements of bottles which were set adrift from the vessel and in part afterwards recovered at different points along the Norwegian Coast; soundings and determinations of salinity, density and temperature of the water at different depths along the track of the vessel. The bottles which were recovered indicate that the drift moves southward along but off the Greenland Coast to the latitude of Iceland, where it is deflected eastward and again northward so as to follow the trend of the Norwegian coast. The soundings supplement those made by the Duke of Orleans in the "*Belgica*" in 1905 and reveal a well developed, marginal continental shelf to Greenland with its edge some ten degrees off the coast. Unlike the continental shelves where they are well known, this shelf is marked by strong longitudinal ridges and furrows representing differences of level of as much as 200 meters and also by marked fiords which trench the shelf transversely. Its edge as shown by the soundings drops off in a cliff some 1,300 meters high with a slope of quite remarkable declivity. The reviewer would suggest that the sharpness and extent of the irregularities upon its surface and the precipitous escarpment at the margin of the continental shelf of Greenland is very likely to be ascribed to tectonic movements which are not here, as elsewhere, leveled off and reduced because the permanent pack-ice prevents the agitation of the water at any considerable depth below the surface. Somewhat similar ridges were discovered by the German Antarctic Expedition to exist beneath the pack ice of Posadowsky Bay. The observations upon temperature, density and salinity of the ocean water, form a particularly full series with interesting results too complex and elaborate to be treated within the limits of this review. WILLIAM HERBERT HOBBS.

MATHEMATICAL GEOGRAPHY AND CARTOGRAPHY

Geodetic Surveying and the Adjustment of Observations (Method of Least Squares). By E. L. Ingram. xx and 389 pp. Ills., index. McGraw-Hill Book Co., New York, 1911. $3. 8½ x 6½.

This book, originally written to meet the author's own class-room requirements, is not intended to be an exhaustive treatise for the professional geodesist, but rather to contain everything desirable for the student or useful to the practicing civil engineer.

The book is divided into two parts, each complete in itself; the first is a discussion of the practice of geodetic work, the second is an explanation of the mathematical theory on which the rules for adjusting observations are based. Rigorous mathematical discussions are frequently omitted in Part I. This is of advantage to the man in the field who wants results ordinarily without going back to his college mathematics. In discussing angular measurements, particular attention is given to the repeating method because of the good results obtainable with it, with the ordinary engineers' transit, the only angle-measuring instrument in the average engineering party.

The text will be found unusually clear and concise. The book, however, is considerably out-of-date with reference to modern field methods in precise leveling and base-line work, especially as to the current practice of the U. S. Coast and Geodetic Survey. An excellent bibliography of books on geodesy and least squares is given on pp. 374-376.

JAMES GORDON SEESE,
Capt., Corps of Engineers, U. S. A.

Military Topography for the Mobile Forces, including Map Reading, Surveying and Sketching. By Capt. C. O. Sherrill. 3d ed. xviii and 353 pp. Maps, ills., index. U. S. Cavalry Assoc., Fort Leavenworth, Kan. $2.50. 8½ x 5½.

This book is the authorized text in military topography used in the various service schools of the regular army and the organized militia. "It has been written with the intention of giving to line officers of the Mobile Land Forces the principles and methods of making and using military maps and sketches necessary for a complete mastery of the military possibilities of ground and maps. * * * The end in view is * * * especially to assist officers in acquiring that trained topographical eye which grasps instantly the possibilities and limitations of the terrain in its influence on the military situation."

The object of Part I: Military Map-Reading, is to give a statement of the